

"FIGHTING SIXTY-NINTH" GETTING AWAY



A scene at the railroad siding showing the crowd of spectators, among whom were the wives, mothers and sweethearts of the "Fighting Sixty-ninth," the first infantry outfit of the National Guard of New York to leave for the mobilization camp at Camp Whitman, Beekman, N. Y.

IS REAL PRODIGY
IN MATHEMATICS

William Stong Solves Most Intricate Problems Quickly and Without Effort.

ANSWERS APPEAL INSTANTLY

Has Declined Many Offers to Travel and Demonstrate His Gift in Public—Enjoys Amusement He Evokes.

Bloomington, Ill.—Illinois possesses a mathematical prodigy in William Stong, twenty-eight years old of Tazewell county. He has been able to solve any problem in arithmetic that has been given to him. He reels off millions and billions with equal precision and promptness. One of his feats is to wander down to the railway station when a freight train dashes away and add up the numbers on the sides of the cars. By the time the last car has passed he has the total.

People who are skeptical concerning his powers come long distances to test them. They are primed with brain-racking problems, but all prove easy for Stong. One of the most common questions relates to the number of seconds in a lifetime, given the date of birth. One who propounded this problem gave him the date January 26, 1873. Right off the reel came this re-



William Stong.

ply: "15,873 days, 378,392 hours, 22,703,540 minutes, 1,362,211,000 seconds."

Another problem was: "It is 155 miles to Chicago. How many pounds of rails in the track at 80 pounds to the yard." Without hesitation came the reply: "436,380,000."

Some of His Feats.

Another one was: "An automobile wheel is 30 inches in diameter. How many revolutions will this wheel make in traveling the 100 miles to Chicago?" Stong came back with this answer: "104,476 revolutions."

A nail problem came next. He was told that 32 nails were to be driven. One cent would be paid for the first, 2 cents for the second and double the sum for each succeeding nail. He was asked how much he would be paid for the thirty-second nail. Almost instantly the answer given: "21,474,000.48."

One skeptic propounded: "With 25,000 miles around the earth and silver dollars at an inch and a quarter

in diameter, how many will it take to girdle it?" Stong answered: "1,297,200,000."

"The Illinois river flows at the rate of 400 cubic feet an hour. If a reservoir was constructed one mile long, one mile wide and half a mile deep, how long would it take to fill it if the water from the river was diverted?" Stong hesitated for a few moments and then gave the answer: "183,907,440 hours." One man tested Stong with this railroad problem: "There are 750,000 miles of steam railroads in the world. There are 352 rails to every mile. To every pair of rails there are 18 ties with 4 spikes per tie. There are 5 bolts to every rail and 2 steel plates per tie. How many rails, ties, spikes, etc." Within a few moments Stong told his audience to put down the following answer: "There are 264,000,000 rails, 2,367,000,000 ties, 528,000,000 flanges, 950,504,000,000 spikes, 1,302,000,000 bolts and 4,752,000,000 plates. At 85 pounds to the yard there are 224,400,000,000 pounds of steel in the rails. At 50 tons per carload, there would be 2,244,000 cars or 44,880 trains of 50 cars per train."

Was Despair of Teachers.

He was asked to give the total of all the numbers from one up to 9,000, adding them together. His answer was 46,084,800. The total of the numbers from one up to 78,000 was 3,042,135,000.

Stong was asked how many bricks would be required to lay a pavement from New York to San Francisco, 3,578 miles, the pavement to be 60 feet wide and the brick 8 inches long and 2 inches wide. He figured that it would require just 10,291,377,600 bricks.

Asked to divide 68,719,476,736 by 32,748, he answered instantly: "2,097,105."

Stong says this peculiar talent has been with him since early youth. He was the despair of the teachers and the envy of the other children when he solved problems in a moment that required hours for the others. He says there is no particularly severe mental strain when working out the problems, that the answers stand out in front of him, so promptly is the response of his extraordinary brain to the demands that are put upon it. Stong never grows impatient when there are undue demands made upon him for answers to their problems. He treats all courteously and enjoys the look of amazement he evokes.

Stong has had many opportunities to travel with a circus and exhibit his extraordinary mental gift, but has declined all offers.

FINANCIER DISOWNED SISTER

Displeased Over Her Marriage, He Gave Her No Share in His Fortune.

Baltimore.—By the will of John Black, aged retired financier, probated recently, \$275,000 is left to a number of Episcopal institutions and the Johns Hopkins university, which also became residuary legatees. The estate is estimated at \$1,000,000. Provision was made for one of the financier's two sisters. She, however, died a few weeks ago.

Mr. Black had another sister, Harriet, whom he disowned about forty years ago because she married a Doctor Adler, a Jew. Mrs. Adler also is dead, but there are two or three sons surviving, one of whom is said to be a rabbi, who are now believed to be in New York or Philadelphia.

The estrangement had been complete between Mr. Black and his sister Harriet, although Elizabeth, the other sister, is said to have forgiven her sister, and had her picture hanging in her bedroom.

Mr. Black never married, and his nearest relatives in Baltimore are said to be second cousins.

WANTS TO FIGHT,
BUT IN AMERICA

James Bracy, Black, of Portsmouth, Doesn't Care for Foreign Legion.

"SCRAPS" AROUND WHOLELOT

Isn't Afraid of the Germans, but Wants to Battle With Them at Home Where He Knows the Country.

By FRED B. PITNEY.

Paris—"Yo all is Americans, isn't ye?"

It was a very plaintive query, indeed, and I turned from the automobile in which I had ridden into La Vallbonne, the headquarters of the foreign legion, to see a small and very black negro in the uniform of the French army watching me anxiously.

"Yes," I replied, "we are Americans. Are you?"

"Yassuh," said the negro. "Je suis Americain. Parlez-vous Anglais? Ah comes from Po'tsmo'th, Virginia. Mah name is James Bracy, suh. James Bracy, B-r-a-c-y. Is yo' got dat name right? Perhaps, yo' wants to write it down?"

James was not martial. He was feline. He was like a small kitten, playing around, begging to be scratched behind the ears.

"How do you come to be here?" I asked.

"Ah come in a grand ship to Bordeaux, wrastlin' hosses," he replied, "an' when Ah got there, there wasn't no way to git back, so Ah listed."

"How long ago was that?"

"Eight months, suh."

He Knows Norfolk.

"I suppose you know Norfolk, James?"

"Norfolk?" exclaimed James. "Why, of co'se Ah knows Norfolk. Ah comes from Po'tsmo'th."

"And Old Point Comfort?"

"Suh?"

"Old Point Comfort, Chamberlain's hotel, Fortress Monroe."

"No, suh. Ah don't know none of dem."

"But if you come from Portsmouth and know Norfolk, you must know Old Point. It's only eight miles away."

"Aw-h," said James, "you means Hampton Roads. Why, yassuh, Ah knows Hampton Roads. Ah sailed out tah Hampton Roads when Ah come heah."

James crept a little closer, and became confidential. "Does yo' all reckon America is goin' to git into de wah?" he asked.

"Do you want America to come in?" I queried.

"Yassuh," he said eagerly. "Yassuh, Ah suh' does want America to come into dis heah wah."

"Why?"

"Wants to Fight Germans."

"Cause," he replied, "ev'body round heah says if America comes in we all Americans 'd be 'matically released an' could go home. An," he added, pleading, "Ah sho' would like to wear some clo'es again—some reg'lar clo'es. Dese heah ain't clo'es, rightly speakin', an' Ah sho' would like to wear some clo'es again, suh."

"But don't you want to fight the Germans, James?" I asked.

"Yassuh, yassuh," he said. "Yassuh, Ah wants to fight de Germans. But Ah wants to fight 'em at home. Ah sho' wants to lick de Germans to a finish. But Ah wants to do it in de United States of America. Ahse eager to fight de Germans. Dey ain't nobody mo' eager'n Ah am to fight 'em in Po'tsmo'th, Virginia, wheah Ah knows de country an' de people an' Ah can fight 'em right."

"You must have had some experience already, James," I said. "You have been in the legion eight months; you must have done some scrapping."

"Oh, yassuh," he replied. "Ah done right consid'rabul scrapping."

"What part of the front have you been to?" I asked.

"Scraps Around a Whole Lot."

"Ah ain't been to de front," he said. "Theuh's a couple of other fellahs an' me scraps aroun' heah a whole lot. Sometimes we wrastles an' sometimes we scraps, but mostly we scraps."

We had gone to La Vallbonne to see the American members of the foreign legion who were still at the depot, and I asked James if he would see him in the squad.

"No, suh," he said. "Ah ain't goin' to be in it."

"Why not?" I asked.

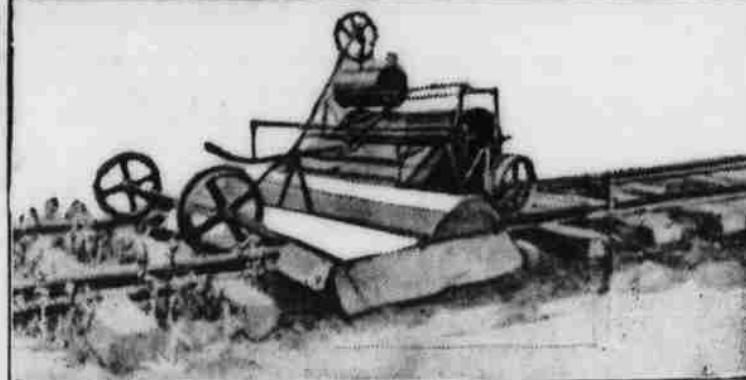
"Ah heahd yo' all was comin'," he explained, "and Ah went to Sergeant Bouligny an' Ah says to him, Ah says, salut'n' of co'se, 'sergeant,' Ah says, 'when de gemmuns comes to see de legion, Ahse ready, when yo' is. Yo' can call on me,' Ah says."

"But Sergeant Bouligny comes from New Orleans, an' he looked at me an' he says, 'We don't need you,' he says, an' he turned 'roun' an' walked away. Ah reckon it's 'cause Ah'm culled, so Ah come ova' heah to ask yo' if yo' all thinks Mistuh Wilson is goin' to do anything 'bout de wah so we all can go home."

"Train Rider No Respector of Irons."

Blidsbow, Pa.—Rudolph Michelott, a train rider arrested by an officer of the Reading railroad, managed to jump a freight train and escape in spite of the fact that both his hands were manacled in irons.

NOVEL WEED BURNER



Long Stretches of Track Can Be Cleared of Weeds in a Day's Time With This Burner, Which Is Pushed Slowly by a Locomotive.

In order to check the growth of vegetation along the tracks of the Soo line between Whitetail and Flaxton, N. D., a weed burner has been designed which accomplishes the work reasonably quickly, and at an expense that is not prohibitive. Gasoline is used as fuel and supplied from a tank mounted at the top of the contrivance, which is carried on a low truck. Burners arranged so that they extend across and along the track are held very close to the ground, enabling the flames to come in contact with the weeds. The central part of the device is covered by a shield which fits over the burners and prevents the heat from escaping into the atmosphere. When in use it is pushed by a locomotive.—Popular Mechanics Magazine.

FIRST LINE IN PERSIA

RAILROAD CONSIDERED A WONDER BY THE NATIVES.

American Attache Tells of the Initial Trip—Horses and Cattle Terrified—Expected to Cause Commercial Development.

Persia's first railroad has been opened to traffic. It runs from Jhulfa, on the frontier of Russia Transcaucasia, to the ancient Persian city of Tabriz, a distance of 93 miles. Speed, apparently, is not its specialty. Commercial Attache Henry D. Baker of the American legation at Petrograd, who has the distinction of being the first regular passenger, says that it took 12 hours for the train to travel from one end to the other of the line. By carriage, however, the trip would have taken three days, he adds.

Mr. Baker gives this interesting account of the new railroad:

"Thousands of people, including all the foreign consuls and other officials in the city, came to witness the entrance of the first train into Tabriz, and there was immense excitement as the blowing of whistles announced its approach. In front of the locomotive was a huge emblem showing the Persian lion with the sword, with the sun in the background. The train consisted only of freight cars, the railroad being at present intended not for carrying passengers, but for military purposes.

"The great crowds waited to see the train start on its return trip. Through the courtesy of the Russian military authorities I was permitted to be the first passenger on this first train, on its return to the international boundary, one of the freight cars being specially furnished for my accommodation. The train left Tabriz about five o'clock in the afternoon, and the distance of 93 miles to Jhulfa, on the Aras river, separating Russian Transcaucasia from Persia, was covered by five o'clock the following morning.

"After the train left Tabriz it was interesting to watch the excitement occasioned among the rural population. In the different villages the people climbed up on the roofs of their mud houses to see this great spectacle; it was probably the first time that most of them had ever seen a railroad train. The sheep and cattle and teams of horses along the route were greatly terrified."

The railroad may possibly be extended to Teheran, the capital of Persia, and thence through Ispahan to Beluchistan, where it would connect with the railroad system of British India.

It is expected that the new line will bring an enormous commercial development to the region of Persia which it traverses, where there are many mines not worked up to now on account of transportation difficulties. The railroad will probably divert traffic from the caravan route via the Black sea port of Trebizond to the railroad route via Tiflis in the Caucasus.

Tabriz, terminus of the line, is the world's leading carpet market, and has about 200,000 inhabitants.

Engine Treated Master Kindly.

A yard engineer at Van Wert, O., left the cab of the locomotive, while waiting on a siding, laid down along the track with his head on the rail and went to sleep. A leaky valve permitted the engine to move three feet. The wheel pushed his head aside but ruined the cap he was wearing.

Natural Expectation.

"Where's your aeroplane, Mr. Smith? I looked out in the front street and in our backyard, but I couldn't see none."

"Why, I have no aeroplane, my boy. What made you think I had?"

"Didn't you tell pa you came here to see him on a flying visit?"

Thought Whalebones Improved Figures

Patrice—I understand that each whale carries about half a ton of whalebone about him."

Patrice—I can't believe it.

"And why not?"

"Why, just see what awful figures they have."

RECOVERS OIL AND GREASE

English Invention, It Is Claimed, Will Save Ninety Per cent of the Material Used.

An apparatus has been in use by an English railroad company by which it is claimed that 90 per cent of the oil and grease held in the pores and on the surfaces of waste, rags, and wipers used in keeping machinery clean is recovered. The arrangement is a skillful adaptation of the steam-turbine and the centrifugal, or hydro-extractor, as it is sometimes called. The centrifugal consists of an outer containing fixed cylinder, and an inner perforated cylinder, which is made to revolve at a high speed. The material to be dried is placed in the perforated cylinder, and when the latter is revolved the material to be dried is carried by centrifugal force against the perforated wall of the cylinder, and fluid which it contains being carried through the perforations into the outer containing cylinder, from which it is drawn off. In the apparatus under consideration the oily rags, etc., are placed in the revolving cylinder, which is driven by a small steam turbine, the exhaust from which is led into the revolving cylinder of the centrifugal, where it melts the grease, loosens the oil, and helps them to free themselves from the cloths. The waste wipers are also recovered, either directly after treatment in the centrifugal or where the cloths are dirty as well as oily, after subsequent washing by ordinary laundry machinery. Where clean oil is used only, the waste is ready for service directly its oil has been squeezed out.

Powerful Headlights Ordered.

The interstate commerce commission sustained the rule requiring that all railroad locomotives be equipped with 1,000-foot headlights between sunset and sunrise.

At the several hearings held by the commission, railroad officials said it would cost at least \$5,000,000 to put this rule into effect.

The rule, which was favored by the Brotherhood of Locomotive Engineers, follows:

"Each locomotive used in road service between sunset and sunrise shall have a headlight which will enable persons with normal vision in the cab of the locomotive, under normal weather conditions, to see a dark object the size of a man for a distance of 1,000 feet or more ahead of the locomotive, and such headlights must be maintained in good order."

The rule was promulgated on October 11 last year, but the railroad presidents of the country asked for and were granted several hearings. They vigorously protested.

In addition to the heavy cost, they argued that the powerful lights would blind and bewilder persons crossing railroad tracks.

Speed of German Train.

The fastest German train is said to be the express train (D-Zug 20) between Berlin and Hamburg. It takes 104 minutes to cover 178.20 miles, and has consequently a speed of 55.15 miles per hour. The express train (D-Zug 8) on the route between Hanover and Prussian Minden takes 43 minutes to cover 39.75 miles. The third fastest train is the Munich-Nuremberg express (D-Zug 79), which has a speed of 54.86 miles per hour. Then come three express trains making the journey between Berlin and Halle at the rate of 54.80 miles per hour.

Immense Saving Possible.

The coal bill of one railroad in this country, and not the largest, for last year was \$6,531,592. One shovelful of coal saved out of each ten, which is not a difficult or impossible achievement, in view of the existing wasteful methods of firing locomotives, would effect an annual saving of \$653,159.20 without impairing in any way the efficiency of the railroad.

Fast Mail Train.

A train without a single operator aboard will carry London's mail through the nine-foot tunnel which the city plans to build. The train will travel at the rate of 25 miles an hour, and will stop at little platform stations along the route.

I OWE
MY HEALTH

To Lydia E. Pinkham's Vegetable Compound.

Washington Park, Ill.—"I am the mother of four children and have suffered with female trouble, backache, nervous spells and the blues. My children's loud talking and romping would make me so nervous I could just tear everything to pieces and I would ache all over and feel so sick that I would not want anyone to talk to me at times. Lydia E. Pinkham's Vegetable Compound and Liver Pills restored me to health and I want to thank you for the good they have done me. I have had quite a bit of trouble and worry but it does not affect my youthful looks. My friends say 'Why do you look so young and well?' I owe it all to the Lydia E. Pinkham remedies."

—Mrs. ROBT. STORIEL, Moore Avenue, Washington Park, Illinois.

We wish every woman who suffers from female troubles, nervousness, backache or the blues could see the letters written by women made well by Lydia E. Pinkham's Vegetable Compound.

If you have any symptom about which you would like to know write to the Lydia E. Pinkham Medicine Co., Lynn, Mass., for helpful advice given free of charge.

HIS TRIBUTE ALL TOO LATE

Ben Should Have Acknowledged Mother's Goodness While She Could Appreciate It.

Pacific Henry Ford said in an interview in Detroit:

"This war, with the widows it will make, reminds me of a sad story."

"A girl, beautiful and gay, married a struggling man, and in due course four boys were born to them. Then the husband died."

"The wife turned to with a will, she educated her boys. She sent them to preparatory school and college."

"When they graduated, up-to-date, stylish chaps, their mother was a worn-out, old-fashioned, elderly, dispirited woman. The boys kept up a home for her, but there was little in common between them, and in a few years she took sick and died."

"On her deathbed the oldest boy, a promising lawyer now, said to her:

"You have been a good mother to us."

"She flushed with pleasure, and she answered in a very low voice:

"You never said so before, John."

"A few minutes later she was dead."

FOR BABY RASHES

Cuticura Soap is Best Because So Soothing and Cooling. Trial Free.

If baby is troubled with rashes, eczemas, itchings, chafings or hot, irritated skin follow Cuticura Soap bath with light application of Cuticura Ointment to the affected part. Nothing so soothing, cooling and refreshing when he is fretful and sleepless.

Free sample each by mail with Book. Address postcard, Cuticura, Dept. L, Boston. Sold everywhere.—Adv.

Hen Hatches Woodpecker.

It is unusual for a hen to hatch out a woodpecker, but an instance is reported by Ira Cordrey, a farmer living near here.

The hen had been missing for some time. When found she was mothering 11 baby chicks and one tiny woodpecker, which appeared perfectly happy to let the hen scratch worms for it, and the hen is paying just as much attention to the little woodpecker as it is to her brood of chicks.

The woodpecker's appearance is explained on the supposition that a woodpecker laid the egg in the hen's nest while the hen was off looking for food.—Federalburg (Md.) Dispatch Philadelphia Inquirer.

Stop That Ache!

Don't worry about a bad back. Get rid of it. Probably your kidneys are out of order. Reclaim sensible habits and help the kidneys. Then, kidney backache will go; also the dizzy spells, lameness, stiffness, tired feelings, nervousness, rheumatic pains and bladder troubles. Use Doan's Kidney Pills. Thousands recommend them.

A New Mexico Case

"My wife, Mrs. E. Adair, 613 E. Edith St., Albuquerque, N. Mex., says: 'I had pain in my back below my shoulder blade. When I was on my feet or walking around, I didn't feel it, but the minute I sat down, the pain began. One box of Doan's Kidney Pills brought relief. I use them occasionally, as I find need of them and they always give quick and sure relief.'

Get Doan's at Any Store, 50c a Box. DOAN'S KIDNEY PILLS. FOSTER-MILBURN CO., BUFFALO, N. Y.

APPENDICITIS

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